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OXCART/IDEALIST

25X1A HANDLE VIA
CONTROL SYSTEM

3511-64
Copy 1 of 5

25X1A

DEC 1964

MEMORANDUM FOR: Deputy Director for Science and Technology

SUBJECT: Comments on (S)D/NRO Annual Report to PFIAB

REFERENCE: Your memorandum 0444-64), 27 November 1964, same subject.

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1. The information appearing in referenced report is essentially correct. The recommended changes thereto that follow are meant more for clarification purposes and to correct what could be typographical errors regarding dates, equipment, nomenclature, etc. My comments should be viewed with the thought in mind that I did not have a complete copy of the (S)D/NRO report. Consequently, I am not aware of the vein of the report or the depth of other segments of the report and information provided in support thereof, nor am I aware of the details to support the (S)D/NRO financial requirements where they are at variance with the amounts I have proposed.

2. OXCART: page 40, 1st paragraph

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a. The range miles should be followed by nautical, i. e., nautical miles and nautical miles to preclude misconstruing as statute miles.

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b. Recommend 2nd paragraph be rewritten to read as follows:
Comment: "The primary development problem in the test program has been that of matching inlet air flow with other propulsion system components. Various configurations of inlet design, fuel and inlet control systems, inlet spike

HANDLE VIA
CONTROL SYSTEM

25X1A

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OXCART/IDEALIST

25X1A HANDLE VIA []
CONTROL SYSTEM

[] 3511-64

25X1A

positioning, and inlet air bypass devices are being tested and show definite signs of progress. On April 29, the aircraft sustained flight above Mach 3.0 for a period of 32 minutes. The longest flight to date, four hours twenty-five minutes, was flown recently. It included two air-to-air refuelings with high speed, high altitude profiles between the refuelings."

3. SKYLARK: page 41, 1st paragraph
Recommend paragraph be rewritten to read as follows:

Comment "To obtain an emergency operational capability for possible use of the A-12 over Cuba, the full A-12 design goals were deferred under the SKYLARK Program. This deferment of goals does not imply inability to attain the desired operational capability; rather, it gives an emergency operational capability in a near time period to allow operations over an area of less vulnerability than the Soviet Union. The parameters for this limited operational capability are []"

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4. IDEALIST: 1st paragraph, pages 34 and 35

a. Records of this office reflect a total of 29 operational overflight missions being flown during the period 1 January 1964 through 31 October 1964 (includes [])

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b. Page 36 - The [] equipment now being used in IDEALIST aircraft is the [] (with extensive modifications) not the [] referred to in the report.

25X1A

c. The 112-B camera has been redesignated DELTA II to preclude confusion with the Hycon (B) configuration.

5. Funding requirements: Attached is a copy of the pertinent funding statements received with your referenced memorandum. I have underlined those activities that fall within my purview; further, where I differ with the figures reported by the (S)D/NRO, I have so

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CONTROL SYSTEM

25X1A

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25X1A

HANDLE VIA [REDACTED]
CONTROL SYSTEM

OXCART/IDEALIST

[REDACTED] 3511-64

25X1A

indicated by the figures shown in parenthesis. The OSA position regarding these amounts have been previously stated in:

25X1A

a. FY65 OXCART - Memorandum to (S)D/NRO; [REDACTED] 3457-64 dated 13 November 1964, and Memorandum to (S)D/NRO; [REDACTED] 3469-64 dated 25 November 1964.

25X1A

25X1A

b. FY65: Fuel, Agency P3's, Miscellaneous - Memorandum from (S)D/NRO, [REDACTED] 23495-64 granted [REDACTED] for IRAN etc. for replacement P2V7.

25X1A

c. FY66 OXCART: Memorandum to (S)D/NRO; [REDACTED] 3466-64, dated 23 November 1964.

25X1A

25X1A

d. FY67 through FY70: OXCART (A-12); Agency U-2's; Photographic; Fuel; Agency P3's, Miscellaneous - Memorandum to (S)D/NRO, [REDACTED] 2950-64 dated 10 July 1964.

The dollar amounts checked (✓) on the attached financial report are consistent with OSA estimates.

25X1A

[REDACTED]
JACK C. LEDFORD
Colonel USAF
Assistant Director
(Special Activities)

Attachments: As Stated

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Next 1 Page(s) In Document Exempt

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